

China Mail

Established, February, 1845.

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號六月正年八十八百八千一英

HONGKONG, MONDAY, JANUARY 16, 1888.

日四初月二十一年亥丁

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. Aigal, 11 & 12, Clement's Lane, Lombard Street, E. C. GROSE STREET & Co., 30, Cornhill. GORDON & GOTCH, Ludgate Circus, E.C. HENRY & Co., 37, Walbrook, E.C. SAMUEL DEACON & Co., 150 & 164, Leadenhall Street; W. M. WILLS, 101, Cannon Street, E.C. PARIS AND EUROPE.—ADEPTE PRINCE & Co., 36, Rue Lafayette, Paris. NEW YORK.—ANDREW WIND, 21, Park Row. SAN FRANCISCO and American Ports generally.—BROWN & BLAKER, San Francisco. AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney. CEYLON.—W. M. SMITH & Co., The APOTHECARIES Co., Colombo. SINGAPORE, STRAITS, ETC.—SAYLOR & CO., Square, Singapore. O. HEINSER & CO., Manila. CHINA.—Macao, F. A. de CRUZ, Socio, QUINH & Co., Amoy, N. MOALIM, Fuzhou, HENG & Co., Shenghai. LANE, CRAWFORD & Co., and KELLY & WALSH, Yelking Lane, Calcutta. FORD & Co., and KELLY & Co.

BANKS.

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1. 2.—Sum less than \$1, or more than \$200 at one time, will not be received. No depositor may deposit more than \$2,500 in any one year. 3.—Depositors of the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest. 4.—Interest at the rate of 3½ per cent. per annum will be allowed to depositors on their daily balances. 5.—Each Pass-Book will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July. 6.—Correspondence as to the business of the Bank if marked "On Hongkong Savings' Bank Business" is forwarded free by the various British Post Offices in Hongkong and China. 7.—Withdrawals may be made on demand, but the personal attendance of the depositor of his duly appointed agent, and the production of his Pass-Book are necessary.

For the
HONGKONG & SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, September 1, 1888. 754

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$7,500,000
RESERVE FUND, \$3,000,000
RESERVE LIABILITY OF PRO- \$7,500,000
PRIETORS,

COUNCIL OF DIRECTORS.
Chairman—O. D. BOTTOMLEY, Esq.
Hon. J. BELL IRVING,
W. H. F. DABY, Esq. Hon. A. P. McEVAN,
H. L. DALYMPLE, Esq. S. C. MICHAELSEN,
E. H. FORBES, Esq. J. S. MOLES, Esq.
H. HOPKINS, Esq. Hon. F. D. SASSON.

Chief Manager,
Hongkong.—TOMAS JACKSON, Esq.
Manager,
Shanghai, Ewen Cameron, Esq.
LONDON BANKERS.—London and
Bank.

HONGKONG
INTEREST ALLOWED.

(N) Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits.—
For 3 months, 3 per cent. per annum
" 6 " 4 per cent. " "
" 12 " 5 per cent. "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.

Hongkong, September 20, 1887. 863

Notices of Firms.

NOTICE.

WE have authorised Mr. GUSTAV DEGENER BÖNING to sign this, in our Firm, by Procuration from this date, in Hongkong and China.

CARLOWITZ & Co.

Hongkong, January 1, 1888. 3

NOTICE.

MR. EZEKIEL ABRAHAM SOLOMON has been admitted a PARTNER in our Firm in Hongkong from the 1st instant.

DAVID SASSON, SONS & Co.

Hongkong, January 11, 1888. 64

NOTICE.

MR. R. M. GROTE has THIS DAY been Admitted a PARTNER in our Firm CHATER & VERNON.

Hongkong, January 1, 1888. 5

NOTICE.

THE INTEREST and RESPONSIBILITY of MR. ALFRED TIDSWELL-DUVAL in our Firm ceased on the 31st December 1887.

DEACON & Co.

Gatton, 7th January, 1888. 45

Intimations.

CHINESE IMPERIAL GOVERNMENT, EIGHT PER CENT., DOLLAR LOAN OF 1888.

THIRD AND FINAL DRAWING.

NOTICE is hereby given, that, in conformity with the provisions contained in the Agreement for this Loan, the BONDS of the THIRD and FINAL DRAWING, and INTEREST thereon, are due and payable at the Offices of the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA, in Hongkong, on the 18th day of January, 1888.

For the CHARTERED BANK OF INDIA, AUSTRALIA & CHINA,

Agents Issuing the Loan,

T. H. WHITEHEAD,

Manager, Hongkong.

Hongkong, 31st December, 1887. 75

PEAK HOTEL,
RESTAURANT, AND CAFÉ,
Situated at THE THAMWAH TERMINUS,
VICTORIA GAP,

1,250 FEET ABOVE SEA LEVEL,
Commanding Fine Views of the Harbour
and City, with a Southern Exposure,
Warm in Winter, and a Constant
Breeze in Summer.

M. R. WILLIAM THOMAS
begs to inform that he has NOW
OPENED the above HOTEL, and is prepared
to serve on the Shortest Notice,
BREAKFASTS, LUNCHEONS and
DINNERS, AT FIXED PRICES, and a la carte,
also all kinds of REFRESHMENTS,
WINES, CAKES, CONFECTIONERY,
TOES, &c., served, and FOR SALE to
RESIDENTS. The CUISINE will embrace all the
Luxuries of the season from the North,
Japan and San Francisco.

WINES, LIQUORS, BEER AND
MINERAL WATERS
of the Best Quality.

RETIRED ROOMS
FOR
LADIES AND CHILDREN.

SEVERAL COMFORTABLE BEDROOMS.

TELEPHONE No. 29.

Hongkong, January 1, 1888. 1

DENTISTRY.

FIRST CLASS WORKMANSHIP.
MODERATE FEES.

MR. WONG TAI-FONG,
Surgeon Dentist,
(FORMERLY ARTICLED APPRENTICE AND LAT-
TERLY ASSISTANT TO DR. ROGERS.)

At the urgent request of his European
and American patients and friends,
has TAKEN THE OFFICE formerly occu-
pied by DR. KOHKEI,

No. 2, DUDDELL STREET.

CONSULTATION FREE.

Discount to missionaries and families.

Sole Address

2, DUDDELL STREET,
(Next to the New Oriental Bank.)

Hongkong, January 12, 1887. 66

FIRST CLASS WORKMANSHIP.

MODERATE FEES.

MR. WONG TAI-FONG,
Surgeon Dentist,
(FORMERLY ARTICLED APPRENTICE AND LAT-
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2, DUDDELL STREET,
(Next to the New Oriental Bank.)

Hongkong, January 12, 1887. 66

NOTICE TO MARINERS.

No. 9 (SPECIAL).

CHINA SEA.

SHANGHAI DISTRICT.

LIGHT-VESSEL 'TUNGSHA' TO RETURN TO
HER STATION AND LIGHT-VESSEL 'KU-
TOON' TO BE REMOVED FOR REPAIRS.

NOTICE is hereby given that, on or
about the 16th Instant, the Light-
vessel 'Tungsha' will be Replaced on her
Station; also that on or about the same
date the Light-vessel 'Kutoon', which is to
be brought in for Repairs, will be Replaced
by the Light-vessel 'Neuchwang'.

The 'Neuchwang's light and riding light
are of the same description as those exhibited
by the 'Kutoon'. Her hull is painted red,
with the word 'Kowchwang' in white letters,
on each side, and she has three masts, the
main carrying a black ball.

During thick or foggy weather, a gong
will be sounded at one minute intervals on
board the 'Neuchwang' while she occupies
the 'Kutoon's station.

The 'Kutoon' will return to her station as
soon as her repairs are completed.

A. M. BISBEE,
Coast Inspector.

Imperial Maritime Customs,

Coast Inspector's Office,

Shanghai, 7th January, 1888. 69

R A F F L E S HOTEL,
2, Beach Road, Singapore.

MESSRS. SARKIES BROTHERS

have the honour to inform their
FRIENDS and PATRONS that they have
OPENED the above HOTEL on the 1st of
December.

The Situation is one of the best and
healthiest in the town, facing the sea, and
within a few minutes' walk of the Public
Office and the Square.

Great care and attention for the comfort
of BOARDERS and VISITORS have been taken
in every detail, and those frequenting it
will find every convenience and home comfort.

From the great experience Messrs. SAR-
KIES BROTHERS have gained in the
MANAGEMENT of the EASTERN and the
ORIENTAL HOTELS in Penang, and the suc-
cess that has attended them, they are con-
fident that the 'RAFFLES HOTEL' will
meet a great want long felt in Singapore.

The sole endeavour of the Proprietors will
be to attend to the comfort of their Visitors.

TERMS MODERATE.

SARKIES BROTHERS,
Proprietors.

21st December, 1887. 218

J. D. KILEY,
SAIL-MAKER.

TENTS, AWNINGS AND
FLAGS.

No. 23, Praya Central,
HONGKONG.

Hongkong, November 1, 1887. 9135

NOTICE.

THE INTEREST and RESPONSIBILITY of
MR. ALFRED TIDSWELL-DUVAL

in our Firm ceased on the 31st December

1887.

DEACON & Co.

Gatton, 7th January, 1888. 45

Business Notices.

LANE, CRAWFORD & CO.
FOR SALE.

Smith's Glasgow Tobaccos:

SMITH'S CUT NAVY.

SMITH'S FLAKED GOLD LEAF.

SMITH'S GLASGOW MIXTURE.

SMITH'S GOLDEN BIRDSEYE.

LANE, CRAWFORD & Co.

Hongkong, January 9, 1888. 51

STAG HOTEL,
QUEEN'S ROAD CENTRAL, HONGKONG.

J. COOK, Proprietor.

THE HOTEL IS CENTRALLY SITUATED AND WITHIN A FEW MINUTES' WALK FROM THE PRINCIPAL PADDLING PLACES.

GOOD ACCOMMODATION FOR VISITORS.

CHARGES MODERATE.

TIFFIN AT 1 o'clock. DINNER at 7.30.

WELL VENTILATED BILLIARD ROOM.
TIFFIN 50 CENTS. DINNER 75 CENTS.
WINES, SPIRITS AND MALT LIQUORS OF THE VERY BEST QUALITY ONLY.

Hongkong, April 1, 1887. 607

Victoria Hotel,
Praya and Queen's Road Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now one of the principal Hotels in the place. The ROOMS are

To-day's Advertisements.

FOR SHANGHAI.

The Steamship

Amer.

Captain R. KÖHLER, will be despatched for the above Port TO-MORROW, the 17th Inst., at 4 p.m., instead of as previously advertised.

For Freight or Passage, apply to

SIEMSEN & Co.

Hongkong, January 16, 1888. 81

FOR BANGKOK (DIRECT).

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

The Company's Steamer *Tachio*, Captain J. NEWTON, will be despatched for the above Port TO-MORROW, the 17th Inst., at 1 p.m.

For Freight or Passage, apply to

YUEN FAT HONG,

Agents.

Hongkong, January 16, 1888. 83

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO.

The Co.'s Steamship *Thales*, Captain HUNTER, will be despatched for the above Ports on WEDNESDAY, the 18th Inst., at Daylight.

For Freight or Passage, apply to

DOUGLAS LAPRADE & Co., General Managers.

Hongkong, January 16, 1888. 80

STEAM TO BOMBAY VIA STRAITS.

The P. & O. S. N. Co.'s Steamship *Zambezi* will leave for the above places on WEDNESDAY, 18th Inst., at 3 p.m., instead of as previously advertised.

E. L. WOODIN, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, January 16, 1888. 84

IN THE VICE-ADMIRALTY COURT OF HONGKONG.

Suit No. 3 of 1887.

WILLIAM HOWELL FORBES AND OTHERS, PLAINTIFFS, against THE SHIP *KITTY*.

THE Undersigned will (pursuant to a Commission for Sale issued herein) Sell by PUBLIC AUCTION, on SATURDAY,

THE IRON BARQUE *K J I T Y*,

224 Tons Register, classed A, at Lloyd's, as she now lies afloat in this Harbour. Length E. 177'7", Breadth F. 31'4", Depth F. 10'6".

The *Kitty* has Two Docks and Two Iron Bulkheads, was lengthened in 1869, had part New Upper Deck in 1882, and specially surveyed in London in the year 1884.

The accommodation for Officers and crew is all above the weather Deck, the Vessel being entirely clear fore and aft for Cargo in her holds, and is fitted with a Ratt Port in each Bow for taking in Timber. Sizes of Ports each F. 4' I. 3" x F. 2' I. 6".

The *Kitty* is well adapted for the Timber Trade, and is also a most suitable Vessel owing to her draft of water, and large carrying capacity for Trading in the China and Japan Seas.

For further Particulars apply on Board, to Messrs. WOTTON & DEACON, or the Underwriters.

A STEAM LAUNCH will leave Fodder's Wharf at 10.45 a.m. on the day of Sale.

F. A. HAZELAND, Marshal of the Vice-Admiralty Court of Hongkong.

Hongkong, January 14, 1888. 85

NETHERLANDS INDIA STEAM-NAVIGATION COMPANY, LIMITED.

FROM SOURLABAYA, SAMARANG, BATAVIA, SINGAPORE AND SAIGON.

THE Company's S.S. *Borneo*, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD., at West Point, whence delivery may be obtained.

Cargo remaining undelivered after the 23rd instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Agents.

Hongkong, January 16, 1888. 82

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:-

ALLIE ROSE, Hawaiian brig, Captain J. Phillips - Wieler & Co.

JOHN D. BREWER, Amer. barque, Capt. W. L. Josselyn - Russell & Co.

MANUEL, Spanish barque, Capt. Estival - Remond & Co.

TAPACOA, British barque, Captain J. E. McArthur - Gibb, Livingston & Co.

SHIPPING.

ARRIVALS.

January 14, 1888:-

Amoy, German steamer, 771, C. A. Hundsdorff, Singapore January 6, General - CHINESE.

Chow-chow-foo, German steamer, 706, W. Wendt, Bangkok January 5, General - CHINESE.

January 15:-

Meitoo, Chinese steamer, from Whampoa.

Amoy, British steamer, from Whampoa.

Keung Lee, Chinese str., 1,568, Andrew, Shanghai and Swatow January 14, General - C. M. S. N. Co.

E. J. Spence, British barque, 512, J. H.

Stocks. Nos. of Shares. Value. Paid-up. POSITION PER LAST REPORT. Reserve. Balances forward. Last Dividend. Closing Quotation, Cash.

BANKS.

Hongkong and Shanghai Bank Corp. 60,000 12 all 9 3,900,000 \$ 8,228.50 at 30 for 3 years to June 30/87 \$15 1/2 prem.

INSURANCES.

North-China Insurance Co., Ltd. 5,000 2 1/2 all 5 Tls. 106,600 Tls. 406,132.00 23.50 for 3 years to June 30/87 Tls. 2624, buyers

Yangtze Insurance Company, Ltd. 8,000 2 25 all 5 50,000 3,059,767 1/2% for 1886 Tls. 110, buyers

Jiau Insurance Society Co., Ltd. 10,000 25 25 all 5 67,000 314,012.95 26 1/2% for 1886 Tls. 88 prem. share

China Traders' Insurance Co., Ltd. 24,000 83.33 25 all 5 60,000 \$ 243,240 24.02 1/2% for 1886 Tls. 55 prem. share

Jiau Insurance Office Co., Ltd. 10,000 250 50 all 5 230,000 421,367.95 10 1/2% for 1886 Tls. 100 prem. share

Chinese Insurance Co., Limited. 1,500 1,000 5 200 5 28,711.50 125,771.29 1/2% for 1886 Tls. 82 prem. share

Hongkong Fire Insurance Co., Ltd. 200,000 250 5 1,000,000 325,667.46 52.72 for 1886 Tls. 383, sales

Liu's Fire Insurance Co., Ltd. 20,000 100 25 25 612,500 243,738.44 6 for 1885 57 sellers

Singapore Insurance Company, Ltd. 40,000 100 20 ... 20 ... 17,000 ... \$24

The Straits Fire Insurance Co., Ltd. 20,000 100 20 ... 20 ... 7,713.40 ... \$11

The Straits Insurance Co., Ltd. 30,000 100 20 \$ 200,000 75,832.52 33 sellers

MISCELLANEOUS.

Hongkong & Whampoa Dock Co., Ltd. 12,500 12 all ... \$ 1,402.91 64 1/2% for 1 yr. to June 30/87 5 prem., March

H.K. and China Gas Co., Limited. 5,100 2 10 all 5 9,177.31 1/2 1,527.31 10 1/2% and 2 1/2% for 1886 Tls. 30 prem. share, buyers

Hongkong Hotel Company, Ltd. 3,000 2 100 all ... \$ 76.94 ex div., nominal

China Sugar Company, Limited. 15,000 10 all ... \$ 13,781.53 6 1/2% for 1886 Tls. 30 prem. share

Hongkong Ice Company, Limited. 5,000 25 all \$ 30.00 514.66 12 1/2% for 1886 Tls. 30 prem. share

Hongkong Bakery Company, Ltd. 600 50 all \$ 6,000 123,303.18 None 1/2% sales

Luzon Sugar Company, Limited. 7,000 10 all ... \$ 12,000 None 1/2% sales

Perak Sugar Cultivation Co., Ltd. 5,000 50 all ... None 1/2% sales

Perak Tin Mining & Smg Co., Ltd. 40,000 10 all ... None 1/2% sales

Mining Co., Ltd. 17,000 100 all ... None 1/2% sales

H'kong Rope Manufactory Co., Ltd. 3,000 50 all \$ 5,000 2,750,091 13 1/2% for 1886 Tls. 30 prem. nominal

H'kong High Level Tramways Co., Ltd. 1,250 100 50 1 prem., nominal

LOANS.

Chinese Imperial 1884 B. 8,561 Tls. 500 all 8 1/2 Payable Jan 1st & Dec. 1st

1884 C. 3158 Tls. 500 all 8 1/2 Oct. 15

1884 E. ... Tls. 250 7 1/2 March & Sept.

Rates of Int. Journals & D. 1/2 prem., buyers

Depreciation and Insurance Fund. 1/2 prem., buyers

At debit.

POST OFFICE NOTICES.

MAILS will close:-

For NAGASAKI, KOBE & YOKOHAMA. Per Thibet, at 5 p.m., on Thursday, the 19th inst.

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet *City of Peking* will be despatched on SATURDAY, the 21st Instant, with Mail for Canada, San Francisco, the United States, Honolulu, Honolulu, Fife, &c., which will be closed as follows:-

2.15 a.m. Postage cases. 2.30 a.m. Post Office closes, but Correspondence may be posted on board the Packet with Late Fee of 10 cents extra Postage until the time of departure.

MAILS BY THE FRENCH PACKET.

The French Contract Packet *Djedjed* will be despatched on WEDNESDAY, the 26th January, with Mails for the United Kingdom, Europe, and places beyond, via Marseilles, to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, the Australasian Colonies, Pondicherry, Madras, Calcutta, Aden, Mauritius, Egypt, Malta, and Gibraltar.The British steamer *Thales* reports:

Left Saigon at 10 a.m., on the 10th instant, had fresh N.E. monsoon and heavy seas, increasing to strong wind with very heavy seas towards port. Anchored at Hongkong, 10 a.m., 15th January.

The British steamer *Thales* reports:

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The British steamer *Thales* reports:

Left Saigon at 10

The Japan Herald says:—The interval between our last Mail summary and this has been remarkable for the issue of two Notifications by the Government. One, published on the 26th December, is of a somewhat drastic nature, giving the authorities the power to order the departure from within a certain radius of the Imperial Palace of any one whom the Police may think dangerous to the public tranquillity. Power is also given to 'proclaim' certain districts, &c. The primary object of this was to enforce the return to their native provinces, of a number of hot-headed students and political agitators who had gathered at Tokyo, but it is also rumoured that the Police had received notice of an attempt to raise trouble by these men. Most of them have returned peacefully to their homes.

A collision occurred in the river, just outside the Woosung Bar, at about 6 p.m. on the 10th inst., between the s.s. *Haechia* and a small Chinese junk. It appears that the *Haechia*, from Foochow, was coming up the river, in company with the s.s.s. *Wessex*, when a junk, under sail, was trying to cross her bows. Both steamers were close to shore, and there being but little room to manoeuvre, the collision was inevitable, the *Haechia* striking with her bows the junk's stern, which soon commenced to fill with water, but did not sink. The *Haechia*, without delay, dropped her anchor, and lowered a boat, but before they had an opportunity to take the junk people on board, two of the latter managed to climb on to the steamer's cable up on deck, whilst the remainder of the crew were picked up by some boats which were near the scene of the accident.

DURING the past three years the officers and men of the Japan Navy and Army numbered as follows:—

	NAVY.	ARMY.
1884	8,266	
1885	9,969	
1886	10,877	
1887		141,623
1888		152,21
1889		179,475

The amounts of national loans raised in the country and abroad during the past two years are as follows:—

	HOME LOANS.	FOREIGN LOANS.
1878	382,630,000	12,020,000
1879	335,030,000	11,830,000
1880	347,630,000	11,910,000
1881	342,260,000	16,170,000
1882	340,400,000	6,310,000
1883	326,400,000	2,910,000
1884	316,230,000	6,480,000
1885	320,050,000	8,010,000
1886	314,840,000	7,620,000
1887	30,123,000	7,520,000

The total value of Japan-made hankies which were exported to the United States during the seven months from April to October last year, is stated to be \$20,350,20. The quantity of tea received in Yokohama from the tea-producing districts and that sold to foreign firms during the past two years is as follows:—

RECEIVED.	OLD.	KIN.
9	kin (14 lbs.)	kin
1886	21,835,000	27,815,000
1887	20,781,500	19,796,000

The San Francisco correspondent of the N.C. Daily News says:—We are once more in trouble over the Chinese, and this time no fault can be found with their as assails. The City of Peking which takes out this letter, conveys to Hongkong a score more of brawling Chinese girls, who as now established, on evidence which cannot be questioned, were bought by Chinese procurers in China, and were consigned to bawdy keepers in this city under an agreement which bound them to serve as prostitutes for a term of four years. The girls were trained to swear that they had been born in this State, and had returned to China on a visit; their evidence was confirmed by two or three Chinamen who swore they had known them here. The game was exploded by the discovery, in the baggage of a wealthy Chinaman who appeared to have been the entrepreneur in the case, of the girl contracts, and of copies of their instructions, together with receipts bills for their clothing; and consequently, those of them managed to deceive the Court, and effect a landing, most of them were remanded, and are being sent back to China at the expense of the steamship. The entrepreneur has been laid by the heels, and will probably get the full penalty of the law. Simultaneously with this expose, a fund has broken out between the 'high-timers' of two rival classes in China town, and some shooting has resulted. Colonel Bee, the intrepid Chinese Counsel at this port, is doing all he can to aid the officers of justice in both these cases; but the average Chinaman cannot understand why he should not be allowed to buy a nice young girl in Kwang-tung, and has as he pleases when he gets her home, nor why he should be prevented from shooting the enemy against whom he cherishes a Corsican vendetta. Yet the Chinese laws are understood to be severe against murder and bawdry.

SAD BOATING ACCIDENT.

An unfortunate accident occurred yesterday afternoon near Green Island, which it is feared, has resulted in the drowning of Lieut. Blackall, a young officer of the Royal Engineers, who came to the Colony only a few weeks ago. Lieutenant Blackall along with Lieut. Powell, went out in a small boat in the forenoon, accompanied by a Chinaman, for a sail; and in the afternoon, while some distance seawards of Green Island, a sudden gust upset the craft, casting its three occupants into the water. The two officers, both good swimmers, easily managed to keep themselves afloat for some time. It seems, however, that they did not realise the importance of getting hold of the boat, nor the difficulty of contending against the strong current. The Chinaman, while the two officers were swimming away from it towards the shore, Lieut. Powell, feeling himself getting benumbed and powerless, ultimately saw that the only hope of keeping himself above water was to get back to the boat. He accordingly turned and so-called, not without a struggle, in reaching it. As he turned back he heard his companion shout something which he could not make out. It is supposed that Lieut. Blackall, under the impression that the boat would not afford sufficient support for three, had determined to continue swimming shorewards. When Lieut. Powell reached the boat his brother officer could not be seen, and the sad conviction is now forced upon those who have since searched for him that he must have sunk, either from cramp or exhaustion, during the interval which elapsed between the time he was last seen by his companion and the time at which the latter reached the upturned boat. Lieut. Powell, and the Chinaman were for three hours clinging to the little craft when they were picked up by a passing junk and taken to Hongkong. Lieut. Powell at once communicated his fears as to the fate of his companion, and a search for the missing officer was begun with all possible speed, the launch in which he himself went to the

scene of the accident being quickly followed by a Police launch from Tsim-tsa-tau, and the Government launch *Dairy*. No trace of Lieutenant Blackall could be found last night, and the search to-day has been equally unsuccessful. The fear which are entertained as to the fate of the missing is very great. The experiment of going out in a sailing boat, in such weather as that of yesterday, very properly regarded as a somewhat rash one by those who knew the treacherous gales which may be encountered on various parts of the coast in the vicinity of Green Island.

DISGRACEFUL CONDUCT OF CHAIR COOLIES.

A EUROPEAN LADY ASSAULTED.

At the instance of Mrs. Fowler, wife of Mr. J. M. Fowler, accountant, Chartered Bank, four chair-coolies were brought before Mr. Wodehouse, in the Police Court to day, one of them charged with assaulting the complainant and all charged with refusing to obey lawful orders. Mr. Bowles (of Monsr. Wotton and Deacon's Office) appeared for the prosecution.

Mrs. Fowler gave the following evidence:—On the 14th inst., about 3.10 p.m., I was being carried up to the Peak in a chair by four defendants who are my chair-coolies. They were jolting me a good deal and I had to check them on that account. After that I had occasion to speak to them as they were constantly stopping. Just as we got to within one or two turns from the Gap, they set me down again, and the first defendant refused to carry me. He was very insolent and held up a bamboo to me in a threatening manner, coming close up to me. I got into the chair again and they stood by and would not carry me. At last they did carry me, and nothing further happened till we got home. On getting to my house I spoke to the house-boy. First defendant came out of the room into which he had gone and began mimicking me in Chinese, and was very insolent. I said 'Don't speak like that—or I will not pay your wages.' He had a chair bamboo in his hand at the time, and there was a bamboo broom near the wall. He took up the broom and at the same time hit me on the shoulder with the chair bamboo. It was a real blow and hurt at the time. He also lifted up the bamboo broom in his left hand and给了 a blow at me which I ward off with a parry. The force of the blow caused the handle of the parry to break. My house-boy was present and gave the comb a scolding. The coolie then ran away up the side of the hill and I saw him speaking to a Chinese constable. I sent the house-boy for the constable. The boy was so long in returning that I went myself. The Chinese constable was insolent and I could get no assistance. I went back to my house and got the other three defendants to carry me to the Police Station, where I found the first prisoner. I gave him in charge and then asked the other three coolies to carry me down the hill. They refused to do so unless I forgave the first prisoner. I would not forgive him, as it was not the first time I had been assaulted by a coolie. As they refused to carry me I gave them into custody of the police, and in the meantime I had to wait till an outside chair was below came for me. The first prisoner had been in my employment for about a month. He gets \$7 a month as wages. The other defendants have been in my employ about two months. I was alone in going up to the Peak. I never had any reason to complain before this except that they jolted me too much. On the day in question I started from the Bank and went by Ice-House Lane. They put me down the first time a little past the Albany buildings and then, at the Ladies' Recreation Club, and then twice again before reaching the Gap. They began to show they were in a bad temper as soon as I got to the Ladies' Recreation Club, as they put me down with a jerk that must have been intentional. They began to jolt after this, evidently on purpose. I said 'Don't shake,' and the first coolie called out in a loud, angry voice, and they all put me down with a jerk. They made a longer stay each time than was usual or necessary. They had not put me down the last time. The first prisoner had been after me but did not speak to them as I was afraid. Nothing took place of the other stoppages beyond that they talked to each other in an angry way, evidently at me, and the third prisoner came up to me and said something in an angry voice. It was at this stoppage that the first defendant refused to carry me and threatened me with his bamboo. They continued jolting me after that, but I did not speak to them as I was afraid. Nothing took place of the other stoppages beyond that they talked loudly among themselves. They are not allowed to talk, and I chattered if they do so. I had to go about a mile after getting to the Gap and they carried me properly and quietly all that distance. I don't know any reason why they should be treated in this way except that what occurred on the previous day. On that day I ordered my chair for three o'clock. They did not come and I was obliged to take an outside conveyance. They knew where I was going, and I met them on my way by about 4.45, and I told them I would find them ten cents each. This may have put them out of temper on the following day. When the first prisoner was running away I saw him undressing his jacket and rubbing his shoulder with something, and I supposed he wanted to make it appear that I had been assaulting him. I never touched him at all.

Complainant's house-boy stated that on the afternoon in question he was in the house when Mrs. Fowler arrived. She sent for him. He saw the first prisoner with a bamboo in his hand. Mrs. Fowler's mistress told him to scold the coolies as they had been insolent, and he did so. They made a noise and witness went to call the Police. He saw the first prisoner take a bamboo, but he did not see any blow struck. He picked up the handle of Mrs. Fowler's parasol from the floor, but he did not know how it came to do so. I had to go about a mile after getting to the Gap and they carried me properly and quietly all that distance. I don't know any reason why they should be treated in this way except that what occurred on the previous day. On that day I ordered my chair for three o'clock. They did not come and I was obliged to take an outside conveyance. They knew where I was going, and I met them on my way by about 4.45, and I told them I would find them ten cents each. This may have put them out of temper on the following day. When the first prisoner was running away I saw him undressing his jacket and rubbing his shoulder with something, and I supposed he wanted to make it appear that I had been assaulting him. I never touched him at all.

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Mails.



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NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES,
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERY,
MADRAS, CALCUTTA, ADEN, SUEZ,
PORT SAID,
BRINDISI, ANCONA, VENICE,
TRIESTE, PLYMOUTH,
AND LONDON;
ALSO,
LONDON, HAVRE, BORDEAUX,
DUNKIRK AND ANTWERP.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIES ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S "Steamship SUTLEJ" Capt. W. W. WOONDER, R.N.E. with Her Majesty's Mail, will be despatched from this for LONDON via BOMBAY and SUEZ CANAL on TUESDAY, the 17th January, at 4 p.m.

Cargo will be received on board until 10 a.m. on the day of sailing.

Pieces and Specie (Gold) at the Office until Noon on the day of sailing.

Tea, Silk and Valuables for Europe will be transhipped at Colombo; General Cargo for London will be conveyed with MAILED PASSENGERS, SPECIES, and CARGO, will leave this Port for the principal place of business.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 24th January, 1888. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, January 12, 1888. 72

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THE British Steamship "ABYSSINIA," 3,651 Tons Register, LEE, Commander, will be despatched for VANCOUVER, B.C., and KOBE and YOKOHAMA, on FRIDAY, the 27th January, 1888, at 3 p.m.

To be followed by S.S. "BATAVIA," on the 28th February, and S.S. "PARTHIA," on the 24th March.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with San Francisco.

Through Passage Tickets granted to England, France, and Germany by all Transatlantic lines of Steamers.

First-class Fares granted as follows:

To Vancouver Mex. \$100.00
To Victoria and San Francisco 125.00

To all common points in Canada and the United States \$200.00

To Liverpool ... 300.00
To London ... 305.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

First-class Fares granted as follows:

To San Francisco ... \$200.00
To San Francisco and return available for 6 months ... 350.00

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To London ... 338.00

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, reembarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the port until same day; all Parcel Packages marked to address in full; value name is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 501, Queen's Road Central, O. D. HARMAN, Agent.

Hongkong, December 29, 1887. 2536

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIQ PORTS;

ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON MONDAY, the 23rd day of January, 1888, at 4 p.m., the Company's Steamship "NECKAR," Captain SUMMER, with MAILED PASSENGERS, SPECIES, and CARGO, will leave this port as above, calling at GENOA.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 22nd January. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Packages are required.

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Hongkong, December 27, 1887. 2515

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